

DEATH DEALING TRAIN WAS NOT RACING.

An Eye Witness of the Horror Saw the C. & A. Pass Three Minutes Later.

Rival Speeding Is, However, the Daily Custom Across the Big Meadows

Fireman O'Hoolihan May Tell at the Inquest To-morrow Why the Signal Was Ignored.

DEATH LIST IS REDUCED TO FORTY-FOUR

To-day Will Be One of Many Funerals in Bridgeton—All Business Stopped There, and the Mayor Makes a Proclamation.

Atlantic City, August 1.—The death list of the railway horror of Thursday evening is reduced by three names, instead of being increased. The lack of system incident to inadequate police facilities, haste, the overcrowding of the single hospital of the town and the excitement of many of the friends and relatives of persons on the fatal excursion train led to a number of mistaken identifications, and the mangled and mangled condition of the bodies made it impossible to determine at first exactly how many persons were killed.

There have been no later deaths than those reported from the hospital late Friday night, but two of the wounded, Mrs. Muller, whose leg was amputated, and a woman, whose skull was fractured, will probably die within a day or so. List of the dead and seriously wounded published in yesterday's Journal including the names of four persons who were identified by visitors to the hospital, but who have since been found to be alive. S. P. Murphy, of Bridgeton, who was accounted dead, appeared at his home yesterday. The body supposed to have been his has since been positively identified as that of Patrick Feighan, a wealthy exporter, of Philadelphia. He had arrived here Thursday, and it is supposed he boarded the excursion train by mistake, intending to return home.

William Vaughn, Jennie Shepherd and Charles Siebert, all partially identified during the excitement of Friday among the dead, turn out to be alive and at their various homes.

Miss Lillie Taylor, of Bridgeton, who was reported dead in the Philadelphia papers, was seriously hurt, and is now a resting man as a consequence of her injuries and the nervous shock she received.

The identifications of yesterday add to the list of the dead already published ten names. They are:

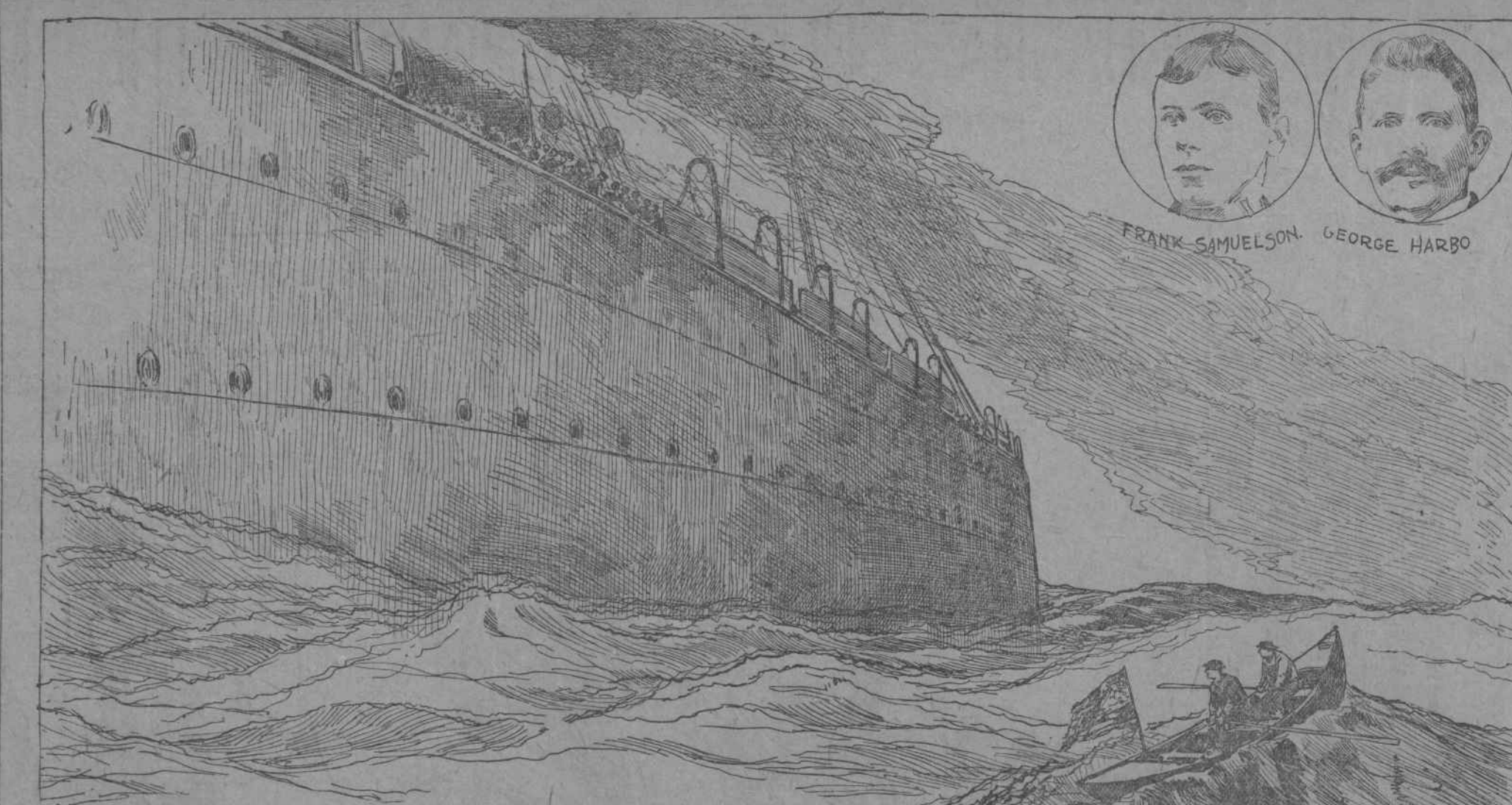
BATEMAN, Mrs. LIZZIE, Bridgeton.
CARR, WILLIAM, Bridgeton.
FEIGHAN, PATRICK, No. 820 Thompson street, Philadelphia.
FRESH, Mrs. KATIE, Yorktown, N. Y.

LEEDS, J. J. N. Bridgeton.
LEEDS, Mrs. LILLIE, Bridgeton.
PICKETT, WILLIAM, Bridgeton.
WOOD, BENJAMIN F., Bridgeton.
WENTZEL, ELMER, Alloway.

Five Await Identification.

These identifications dispose of all but five of the bodies taken from the wreck and of those subsequently carried from the hospital to the morgue. Two women, two men and a boy still await identification and if they are not claimed soon it will be necessary to inter them. They remain at the several undertaking establishments to which they were carried from the temporary morgue Friday evening, and Coroner McLaughlin will have them buried at the city's expense if they are not identified within a day or so. All of the bodies were viewed by hundreds of persons to-day.

The final and official list of the dead fixes the number at forty-four. Several of the bodies were mistakenly identified over and over again. The headless corpse found beside the tracks was proved by India ink markings on the arm to be that of Charles



not expected to recover. In addition to the two above mentioned there are Frank Morele, East Orange; Mrs. Charles Mott, and Samuel Muta, Bridgeton; Miss Florence Johnson, Shirley, N. J. If Mrs. Muta and her son die a whole family will have been wiped out, the husband, a daughter and a son being already numbered among the dead.

Mayor Stoy today received a telegram from the Mayor of Bridgeton asking that an accurate list of the dead and injured be wired to him as the anxious residents of that city were walking the streets and begging for further information.

There were many visitors to the scene of the accident to-day, but there was little to see. Early this morning the wrecking gang having cleared up all that was worth saving, freed the shattered woodwork of the smashed-up cars, and piled into the monster bonfire every scrap of wreckage which could be burned up. The signal wires were restored, the twisted bars and shattered ties replaced, and only two great patches of ashes and cinders and a litter of iron rods, axles and car wheels still awaiting removal marked the scene of the awful tragedy which has cast a blight over four villages.

Mayor Stoy's Proclamation.
Late last night Franklin P. Stoy, an employee of a local baggage transfer company and Mayor of Atlantic City, prepared and issued this proclamation:

Proclamation to the Public: In the midst of a bright, gay season the pall of death has fallen like a shroud over our city by the sea, and some two-score of our visitors have been killed and many wounded by a collision as terrible as it was unforeseen. In this time of distress Atlantic City has done its noblest, and through the long night of sorrow its citizens and business men have labored unceasingly to alleviate the suffering of the living and care for the dead. Nothing has been left undone, and our city stands ready to help wherever possible. In the name of Atlantic City I extend the sincerest sympathy to the afflicted, to those who have suffered and those who have lost. Our sorrow is as great as yours. But that which has happened is no longer to be feared, and before the summer is over enough of pleasant remembrance will come to drown the sadness of this accident.

FRANKLIN P. STOY, Mayor.
The hotels, summer visitors and even the shows on the board walk have combined to raise a fund for the relief of the destitute wounded. Over \$350 has already been contributed. The hotel men and merchants fear that the accident will deter many

timid people from visiting Atlantic City, and that a season which has thus far shown scant signs of being profitable will become even worse than it has been.

The cause generally ascribed for the railroad horror near Atlantic City Thursday evening, in which over forty lives were sacrificed, is that the Reading express, which crashed into the West Jersey excursion, was racing with a train on a parallel track. This will be disputed at the inquest.

It has been a habit of long standing with engineers on the Reading road and those on the Camden & Atlantic, another Pennsylvania line, which parallels but does not cross the Reading, to race across the six-mile stretch of flat edge land which encircles Atlantic City and is termed "The Meadows." The train which Engineer Farr's big ninety-ton Wooten type locomotive was drawing has nearly every night this summer had such a race with the accommodation train on the Camden & Atlantic line, which is due to arrive in Atlantic City at the same time as the Reading express.

It has been said that these trains were racing Thursday night, and that the race accounted for Engineer Farr's disregard of the danger signal and his failure to have his train under control when approaching the crossing, as the rules of his road require.

Were Not Racing.
A gentleman of Philadelphia, stopping in Atlantic City, denies that story. He was on the scene of the wreck Friday afternoon, and while he refused to allow publication of his name, he told a circumstantial story of the accident.

"I had started out for a bicycle ride," said he, "on the turnpike, which parallels the Pennsylvania's West Jersey line. At the crossing the bridge I was overtaken by the excursion train, and raced with it nearly to the crossing. It wasn't going fast, for I beat it. The excursion train slowed down, and I rode on ahead. I saw the Reading train coming, and turned back to try my speed against it. But it was running too fast for me, and went by like a streak. I saw the collision, and hurried to the scene."

"The Reading train hadn't been racing with the Camden & Atlantic accommodation, at least not across the meadows. The Camden & Atlantic train didn't come past for three or four minutes after the collision."

This statement is corroborated by that of a fisherman, who was rowing home from the inlet, which runs along the tracks, and

ROWBOAT FOX PASSED IN MIDOCEAN BY ONE OF THE ATLANTIC LINERS.

Two plucky Norwegian sailors named George Harbo and Frank Samuelson, left New York on June 6 in an open boat, 18 feet 4 inches long, to row to Havre, France. Yesterday they were reported as having passed the Scilly Islands, off the coast of England, thus having successfully crossed the Atlantic Ocean and being within 250 miles of their destination. They were seen by several vessels during their trip, and the sight of the tiny boat always created great amazement.

to the fidelity of the signaller, the correctness of Engineer Griner's conduct in pulling his Pennsylvania excursion train across the Reading line and to the carelessness of poor Farr, whose life was bravely lost in trying to stop his flying train when it was all too late.

Regulations Are Vague.
The regulations governing the respective rights of late trains, excursion trains, trains on time and express trains are complicated as complicated that where two trains of opposite companies are concerned a great deal is apt to depend upon the care, disposition and intelligence of the engineers in charge. Engineer Farr had this much to support his belief that the right of way was his: The Reading road held the prime right over the Pennsylvania; the Reading train was a limited express; the Pennsylvania was an extra excursion train running between regular trains on borrowed time and special orders. The Reading train was on time and the Pennsylvania train was forty-five minutes late.

But Engineer Farr ran past his distant semaphore and failed to get his train under any sort of control when the big red disk signal must have stared him in the face. Engineer Griner, of the Pennsylvania road, however, according to Signalman Hansen's statement, slowed down his train to almost a complete stop before he came to the crossing. When the red light showed the Reading train automatically gave him the white signal of safety he naturally opened his throttle valve and steamed ahead, for he was late, and late at the very beginning of his run, and anxious, therefore, to gain such time as he could, in order to make his first passing point on the single track road without unduly delaying other trains.

Funeral services were held this evening over the remains of the dead engineer, Edward W. Farr, at his home on Atlantic avenue, this city. He was a member of several secret societies, and they all had representatives present. Late this evening the condition of Lizzie Brannin and Mrs. Florence Brannin, whose cases are considered the worst, was reported to be slightly improved.

TWO KILLED; SEVEN HURT.
Passenger Trains Crash Together Near Clinton, Illinois, with Disastrous Results.

Clinton, Ill., August 1.—A bad wreck occurred this morning on a curve near Birkbeck, six miles north of Clinton, on the Illinois Branch of the Illinois Central Railroad. The north and south bound mail and passenger trains came together in collision. Two people were killed and seven injured, some of them seriously. The dead are: Charles Birchbeck, engineer, of Clinton, leaves a family.

William Baker, mail agent, of Springfield. The injured are Conductor Perkins, of the southbound train; Miss Louise Martin, of Kankakee; Mr. Lovell, Mr. Baker, Walter Evans, Mr. Woodward, Mr. McAvoy. Most of these are from Springfield, Ill. The two engines were wrecked, the mail car was splintered and two baggage cars were totally destroyed. The wreck was caused by a disregard of orders on the part of the crew of the northbound train.

ALL BRIDGETON SORROWING.
Business Stopped and Preparations for Many Funerals Going On.
Bridgeton, N. J., August 1.—This city was one of mourning to-day. Business in all the stores was suspended and everything was at a standstill. Here, there and everywhere floated streamers of crepe, announcing that victims of the accident lived in the houses.

The arrangements for the funerals of the victims have nearly all been completed. To Headquarters for political banners, transparencies, flags, etc. M. Magee & Son, 147 Fulton st., New York.—Adv.

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FIRST ROWBOAT TO CROSS THE ATLANTIC.

Left New York on June 6, and Yesterday Passed Scilly Islands

Daring Feat of the Two Norwegian Sailors Almost Accomplished

SET OUT TO ROW TO HAVRE, FRANCE.

George Harbo and Frank Samuelson Have Now Only 250 Miles to Cover to Reach the Goal—Their Rowboat, the Fox, Is but Eighteen Feet Long.

London, August 1.—A dispatch from the signal station on the Scilly Islands states that the rowboat Fox passed there at 11 o'clock this morning after a passage of fifty-five days from New York. The two occupants of the boat were well, but somewhat exhausted from the effects of their long row.

"We'll meet you all in Havre or in heaven," were the parting words of George Harbo when on June 6 the little double-pointed elinker boat, containing himself and Frank Samuelson, glided out of the boatman's basin at the Battery. Two thousand people were craning their necks to see the small craft start on a roving voyage of 3,250 miles to France.

None who heard Harbo's parting shout and noted the broad grin on his face, believed either of the hardy Norwegian sailors would reach Havre.

Never before had a transatlantic trip been attempted in a rowboat. It was small wonder that Samuelson's sister, Lena, a pretty girl of twenty, stood on the dock, wringing her hands in an agony of grief for she truly believed her brother was going to his death.

Harbo, who is twenty-seven years old, had repeatedly declared that they would accomplish the trip in sixty days by rowing about sixty-five miles in each twenty-four hours. The endeavor, failing the arrival of the frail craft of the Scilly Islands at 11 o'clock yesterday fully bears out his prediction. The boat had then used fifty-five days and thirteen hours in a passage of something like three thousand nautical miles. She still has 250 miles to go to reach Havre and the two sailors have more than four days in which to cover this distance.

Harbo and Samuelson have followed the sea almost from boyhood, and are practical navigators as well as seamen. The boat in which they have made the perilous passage was constructed under their own supervision. It is built of white oak and is eighteen feet four inches long. She has a beam of five feet and draft exactly eight inches of water when she left New York. The boat is double pointed and of the elinker type; that is one plank lapping over the other. In the stern there is a small cabin, a heavy lead keel makes her practically non-capsizeable. The two men together weighed 250 pounds. In the boat they carried four pairs of ash oars, 200 pounds of canned food, sixty gallons of water and five gallons of kerosene oil. There was also a small stove, a few cooking utensils and a compressed air mattress, on which one of the men slept while the other rowed. Neither sailor had any clothing other than what he wore.

The weather has prevailed since the little craft left New York, and not a single mishap has occurred. The two men were apparently in good health. No mishap of any kind had befallen the boat. Captain Clensen gave the men a fresh supply of water and told them their bearings and then sailed away on his course. On July 15, in the latitude of Cape Cod, the boat was again spoken by the Norwegian bark Eugeo. The sailors were still in fine fettle and were steadily rowing on their course. On July 25, they were sighted by the American bark Eugeo, and on August 1, they were sighted by one of the big Atlantic liners.

MILITIA IS OUT AGAIN.
Cleveland Strikers Won't Accept the Agreement and Are Again Threatening. One Union Man Shot.

Cleveland, Ohio, August 1.—The strike is on again at the Brown Hoisting Works. Last night all the union men who had gone back under the agreement entered into Monday, were called out.

The men claim they were deceived by the way in which the agreement was construed to them. The agreement, according to the company, was a complete surrender on the part of the men. Acting on this understanding, few union men have been engaged and the shops were being filled with "scabs." Master Michael O'Connell has been engaged to return from Chicago and explain his part in the "throw-down" of the men.

When the works shut down last night there was a threatening mob outside, and the police were called to the scene, but there was no trouble.

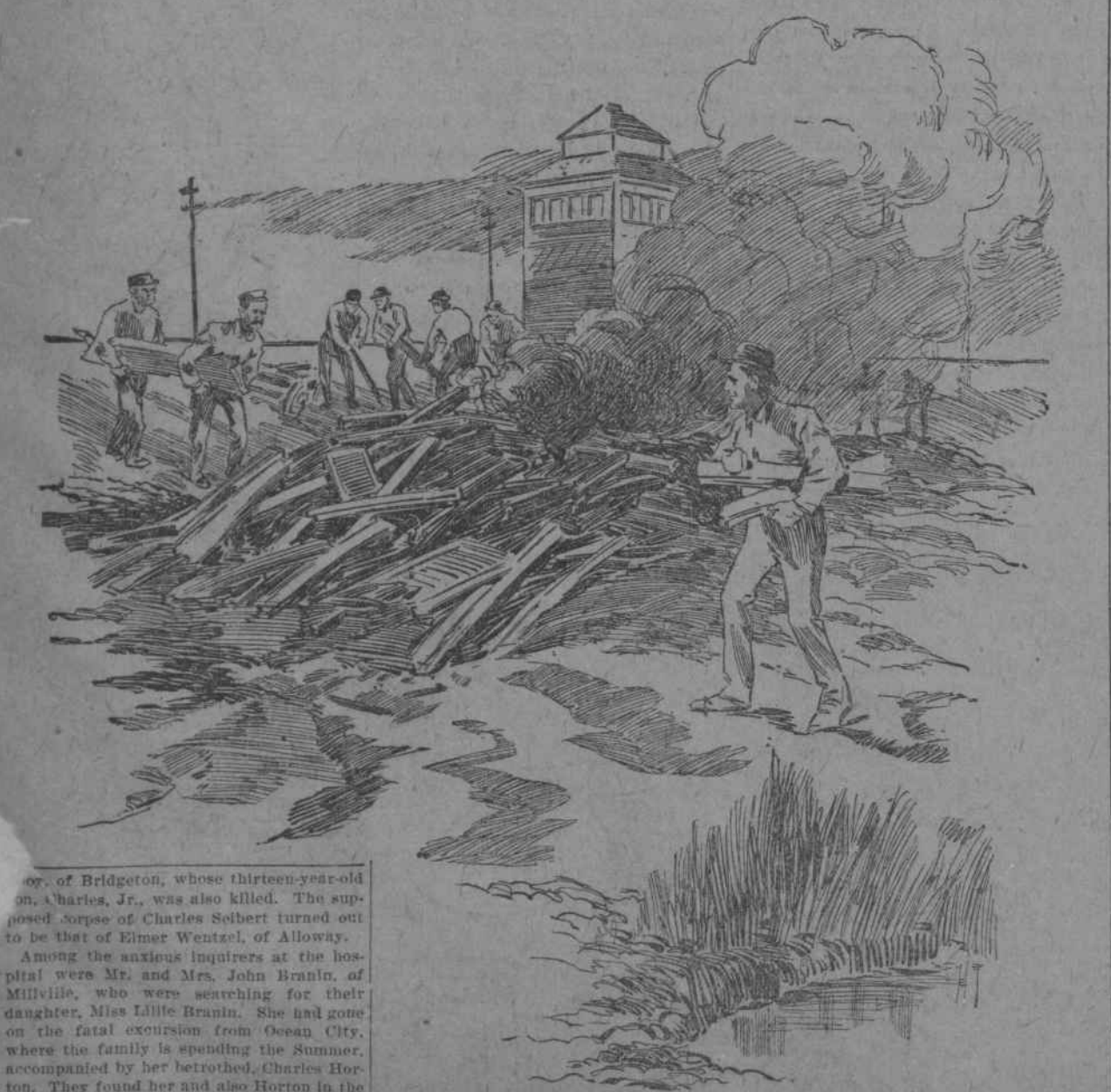
Two companies of militia and ninety police were ordered to the Brown works by Mayor McKisson shortly before noon to day in anticipation of trouble at the works when the men came out at noon. Fifteen minutes after the first order was issued an order for police was made, and over available policemen in the city was sent out.

At 12 o'clock a crowd of twenty-five or thirty men left the works without police escort. They were met by three or four men, who followed them at a distance. They locked out men three weeks at the men in were following. This excited the mob that, just before reaching Clifton street several of them pulled revolvers and commenced shooting. John Fritz, of No. 11 St. Clair street, a union member, employed at City Foundry No. 2, while walking up the Clifton & Pittsburgh Railroad tracks, was shot three times. One bullet struck him just under his heart. Before reaching the hospital he became unconscious and may die at any moment. Fritz is thirty-eight years old, married and has two children.

Tom Reed
Says "A sick man had better take medicine but he had better be careful what medicine he takes." That people are careful what kind of medicine they take is proved by the enormous sales of Hood's Sarsaparilla. That this cure is wise is proved by the unprecedented cures by

Hood's Sarsaparilla
The best to fact the one true Blood Purifier.

Hood's Pills are the only pills to take with Hood's Sarsaparilla



Burning Up the Wreckage of the Trains at Atlantic City.